

TAKING THE OBSERVER TO TASK.

In last week's issue the Chicago Defender took The Observer to task because this paper published the screen law on the city street cars of Houston.

Ordinarily The Observer treats all such attacks with silent contempt, but if the Defender man did and does not know the facts in the case, this publication will strive to enlighten him and all his disciples.

Firstly, The Observer is run to suit the management and not some fire-brand in Illinois or any other state and in this respect we apologize to no man, woman or child.

When the Eighth Illinois regiment reached this city this paper was asked by both privates and officers to explain the operation of the screen on the city street cars and complying with their requests, as well as civilians who did not know the law, The Observer printed the city ordinance on passengers moving screens.

The commanding officer, soldiers and all well-thinking and well-meaning people contend that The Observer fulfilled its duty to enlighten the men concerning the local laws and thus avoid trouble, and members of the Eighth Illinois thanked us, including Colonel Denison.

It is a custom here, Mr. Defender Man, for civilians to shift the screen at will, and especially is this done by the whites. But generally when race men move same trouble is precipitated.

The Observer knew that if race soldiers saw civilians moving the screen they would do likewise when desiring a seat and that trouble would be forthcoming.

The Defender was off its base on this proposition just like it was on the city council passing a law forbidding members of the Eighth Illinois Infantry riding on the Houston street cars. A bigger lie was never conceived by human mind and if the Defender Man or his appointee will visit Houston he will find the race soldiers riding all the street cars of the city and because they were informed concerning the screen law no disturbances are being enacted thereon.

But on the other hand, if the members of the Eighth were as silly and senseless as some of their advisers and champions, they would continually stay in trouble and prove themselves unfit and unworthy to wear the uniform of Uncle Sam.

If a man is unwilling to be governed by the laws of the community into which he is sent as a soldier, then his chances of becoming an obedient soldier are diminished, and he becomes a great risk to the government. Members of the Eighth Illinois are willing to obey the laws of Houston and having been informed they are doing so.

Lest the Defender Man forget, his publication has not a monopoly on all gray matter and this "dinky sheet" (name applied by the Defender) does not give a tinker's damn whether its policy suits him or not.

The Observer never has subscribed to the idea that a doctor in some distant state is able to prescribe medicine for a patient he has never examined.

The duty of the newspaper is to give people information, without regard to whether it suits their appetites or not.

Those who are acquainted with the editorial policy of The Observer know that this paper has contended vigorously and vehemently against jim-crowism and segregation and the publishing of the law was not because this publication was in sympathy with the existing laws of the South along that line, but because

our readers wanted the information and The Observer gave it to them.

If pursuing such a procedure places us in the "bonehead" class, we are perfectly satisfied with our classification and will continue to operate The Observer to suit ourselves, the Defender to the contrary notwithstanding.

ians of their race, must be the goats and victims of the doctrine that "any old thing is good enough for a nigger."

Had it not been for these generous-hearted and philanthropic white citizens, race soldiers at Camp Logan would have been compelled to winter in that open tent or abandon the Y. M. C. A. activities preparatory to their departure for "somewhere in France" to "fight for world-wide democracy."

Judge Dannenbaum has stood alone practically and censured those responsible for the manner in which the race soldiers have been slighted along this and other lines, such as downtown quarters, public receptions, etc., neither of which was denied the white soldiers. Many thanks to Judge Dannenbaum, Rev. Sears, Hon. R. M. Farrar and others who have contributed their "bit" that the race soldiers might be comfortable in their Y. M. C. A. quarters.

THE NEGRO PASSENGER

No Arrangement For The Comfort of The Negro Passenger Who Is Hungry At The Great Dallas Union Depot.

The Dallas Express

Dallas is a large city and in many respects a good place to live. It however, can stand some improvement. In the great 5-million dollar Union Station for Steam trains, there is provided a very nice lunch counter for Negro passengers, but he or she who eats there must stand up like a horse in a barn. There are 24,000 Negroes in Dallas many of whom ride at times. There are other thousands who have business here—who come and go over the steam roads. They pay their fares and if they desire to buy something to eat should be provided with seats, while they eat what they bought. The men of Dallas cannot afford to treat the Negro passenger in a manner different from what they would be treated under similar circumstances. Here's a case for the Welfare Board. It may be the fault of the person or persons who operate the lunch on the counter. It may not, but the case should be cured. No one can put the Negro in the ditch and hold him there, without staying there with him.

THE NEGRO'S DUTY IN RELATION TO THE JIM CROW CAR SYSTEM.

A criticism frequently and too

often truthfully made concerning the attitude of the Negro and his efforts to overcome and break down oppressive legislation and outrages inflicted upon him is that he will not make persistent, dogged, determined fights for those rights which are of the very essence of liberty and happiness.

It is charged that he unresistingly submits to a curtailment of his rights and privileges, and to many forms of oppression because he believes and fears that "it will do no good" to contend.

No man is fit for freedom who would not fight to the last extremity through courts of law and in every human way to maintain that freedom fully and unrestricted.

If, therefore, the Negro would be unfettered and unshackled by unlawful and unconstitutional enactments in the states of the South, he himself must begin and maintain the fight to destroy them.

Outside sympathy should not be expected to carry on these fights,

nor will the courts of their own initiatory declare an unlawful statute void, however abominable and infamous it may be, unless brought before them.

Negroes, therefore, if they would rid themselves of the Jim Crow abomination, must begin an unceasing warfare against the unequal and disgusting accommodations given on Jim Crow car trains. The Jim Crow laws of every state require equal accommodations, and wherever and whenever the letter of the law is not obeyed—and it is never obeyed—protests and complaints should bombard the railroad officials and the state railroad commissions and the Interstate Commerce Commission until equal accommodations are provided, and if the railroads fail or refuse to provide equal accommodations, the courts should be resorted to to compel equal accommodations or the abolishment of Jim Crowism.

A general assault should be made on Jim Crowism, and there should be no let up until conditions are bettered.

Negro passengers who are able to pay for sleeping accommodations, and desire them, should make demand, and upon refusal to appeal to the courts to enforce their rights to the comforts of travel.

JIM CROW CAR SYSTEM IS DISHONEST.

We have said we believe it to be the duty of the general government, since it has imposed a tax, thus increasing the burdensome cost of travel by Negro passengers who do not receive even decent accommodations from the railroads, to compel the railroads either to abolish Jim Crowism or furnish equal accommodations to Negro passengers.

The principle of common honesty should govern and so strongly

influence and move the railroad officials who are charged with passenger transportation to endeavor to give every passenger the full value for the fare which is paid.

Unfortunately, the reverse of this is true, however. Men who as merchants or as operators of any other business where Negro patronage is desired would resent the charge of cheating in measure or quality of goods sold a Negro, do not hesitate to compel him to pay a double fare for such abominable accommodations as he receives in comparison to the single fare paid by the white passenger for the splendid services and accommodation he receives.

These officials, if selling sugar or cloth, would lose respect for themselves and feel that they deserve the righteous condemnation of all honest men if they charged one price for sugar or cloth or gave short weight or short measure to the Negro and charged a less price and gave honest weight and honest measure to the white customer.

If it is disgraceful, dishonest and criminal to cheat or steal in individual business transactions between man and man, it is no less disgraceful and dishonest, although not punishable as a crime, and no more excusable for a great corporation to cheat one class of passengers by a charge for services which are not rendered. About the highest service the Negro receives in traveling in Jim Crow states is that of being hauled like freight. He is crowded and herded like cattle in little apartments cut off from the baggage car near or next to the locomotive. These apartments are dirty, seldom equipped with lavatories, usually only one toilet for both men and women, dirty, smoky, and from two to four of the scant seats provided for passengers pre-empted

and used by insulting conductors and news butchers.

There should be an unceasing, insistent, nation-wide clamor to abolish Jim Crow cars, or compel equal accommodations. The time has come for cheating Negroes on railroad trains, thus penalizing them on account of race, to cease, and it should be endured in silence no longer.

RAILROAD TRAVELS AND THE NEWS BUTCHER

Our people should be taught how to act when they are in public, and especially when they are traveling on the railroad. Some of our people are uncouth and act in a way that respectable people don't care to be in their presence on the railroad cars. They act sometimes as a drove of wild horses untamed and without bridle or rein. They carry on boisterous laughing and talking, and keep the aisle crowded traveling back and forth from the Jewboy buying his candy and peanuts. There is an element of our people who will get on the train, leaving all the fruit etc, they want behind them and take up all the time of their journey trading with the newsboys, taking his insults and making monkeys of themselves in public. They leave bananas at home two or three for a nickel and take pleasure in paying five cents each for them on the train. The newsboys goes and puts his trash into the lap of some of our poor ignorant people and they are not strong enough to refuse to take what he offers. They get off the train many times loaded down with cheap candy, toys and chewing gum. Our ministers should make special talks to their congregations on railroad decorum. *The Informer* 9/24/17

They should eat what fruit

they want at home, and read good books and papers while traveling. Judging sometimes from the peanut hulls in their seats, you would think they were monkey cages.

Our men should have respect enough for our ladies to pull off their overalls when they ride in the cars with them. Some of them come right from their work, no matter how dirty their clothes and force themselves on seats with some of our best women, and stand ready to insult them if they offer any resentment. Our men should be taught better. What a task lies before the ministers! We know that the class who needs to know the things that we are saying here will not see it, but we can get the communication to them through our preachers and teachers. Will you help us help our people?

GOVERNMENT SEIZURE

AND CONTROL OF

RAILROADS

The Daily Herald Dec. 8, 1917

The Interstate Commerce Commission has recommended that the Government seize and operate the railroads of the country for the war period. It is to be hoped that Congress will heed the recommendation and take over the railroads and operate them for the benefit of the public. As operated now and for many years past the people have fared badly at the hands of the grasping railroad corporations and now while every necessity of life is soaring in price and added burdens of taxation is placed upon the people by the Government the railroads are restrained from imposing unbearable exactions only by gov-

ernment intervention and on every hand are clamoring for permission to increase the cost of living to the already over-burdened poor.

Every artifice and device is being used to make it appear that the railroads will become bankrupt if they are not allowed to exact greater toll and pile up greater profits on the helpless public.

Although governmental entrance into business, which Government control and operation would practically be, is a form of paternalism that the conservative and reflecting citizens of the country will regret to see, there appears to be no remedy for present conditions and Government control offers the only escape from those conditions which are fast becoming intolerable. And if the Government seize and control the roads for the war period it is certain that such seizure will be followed by permanent control.

It is to be noted that the Brotherhood, which seems to have no limit to their demands, and compel obedience by holding up both the railroads and the Government when they will to do so, are equally as opposed to Government ownership as the railroad magnates. They fear, of course, that Government control will mean an end to strikes and tying up traffic and endeavoring to starve the patrons of the railroads. They want the privilege of themselves refusing to work and at the same time by violence preventing others from working.

The Negroes of the country, the most peaceable, loyal and willing workers in the entire country will welcome Government control and ownership.

They contribute more in proportion to the benefits received from

the railroads than any element of the population.

With the advent of government control Jim Crow cars will find a finish or will be made decent and tolerable, if not respectable and satisfactory. Under the operation of the Civil Service Negroes will in spite of discrimination, find their way into good positions which now are impossible to attain.

By all means let Government control and operation come and Government ownership follow.

POOR ACCOMMODATION ON RAILROAD TRAINS.

MONTGOMERY, Ala., May 30.—Knowing one's rights in a matter, and firmly insisting upon them, often will get for a black man in the South some medium of consideration that in a degree might be considered unusual. Such was the experience of C. E. Howard, of Jacksonville, president of the National Negro Travelers' Protective Association.

Coming to Montgomery from Pensacola, Fla., Mr. Howard relates this incident, which happened on one of the fast trains of the L. & M. Railroad. A large number of people, more than sufficient for the usual roomy accommodations on this line, converged at Flowton, which is a junction point, and boarded the northbound train. Most of the people were going to northern sections, but for all the discomforts of a crowded train were sure to prevail as far as Montgomery, a distance of more than a hundred miles, and probably to Birmingham, another hundred.

In round numbers, after all the women were seated that could find seats, eighteen people were left crowded in the aisles of the compartment allotted to colored passengers. No effort was made by any member of the crew to secure seats, although there were only three white passengers in the adjoining compartment, which was allotted to white smokers. Mr. Howard approached the conductor at the first opportunity with reference to finding seats, when that worthy asked in a satiric manner what there was for him to do in the matter. Howard replied that room might be made in the white smoker, since it was not fully occupied, and that it was supposed that the Negro passengers were to have equal accommodations. He pointed to the fact that many of the passengers had already come long distances, were going still further, and should not be required to stand.

The conductor, although surly, made room in the smoker for the eighteen who were standing and before reaching Montgomery that compartment was completely filled with Negro passengers. The usual method, when any room is made for them at all under such circumstances is to make them ride in the "baggage coach ahead."

VIEWS and REVIEWS

JAMES W. JOHNSON, CONTRIBUTING EDITOR

"JIM CROW" CARS.

From the New Orleans Times-Picayune we learn that the Louisiana Railroad Commission has issued an order to the roads of the State directing them to provide better service for Negroes who travel on their lines. The roads are given until May 1 of next year to make these improvements.

The "Jim Crow" car is the most unjust and most humiliating thing in the whole system of Southern race discrimination. There are certain discriminations that colored people in Southern cities never actually feel. They are for the most part indifferent to, ever unconscious of the discrimination in churches, schools, hotels and restaurants; because they prefer their own churches, they are more or less provided with their own schools, and they live and eat in their homes. A great many of them are not bothered about the discrimination in theatres; because they have many ways of providing amusement for themselves and besides nobody is compelled to attend theatres.

But all of these people are at some time compelled to travel on the railroad; and here they are obliged not only to undergo the humiliation of being herded apart in a car that is generally dirty and inadequate, but are subjected to the injustice of having first class fare extorted from them for these inferior accommodations. The uncivilized treatment and the high-handed robbery involved in the "Jim Crow" car system are so obvious that they call from the Times-Picayune the following statement:

"Jim Crow" cars have been utterly unfit in many instances, and have been growing worse in some. Against this abuse there have been many just complaints on the part of the better class of Negroes, and those whites who have seen these cars will generally agree with them. The demoralizing influence of this inequality and injustice should be appreciated by all. It has naturally created ill feeling among the Negroes who travel by rail. We are trying to teach the Negroes respect for sanitation and cleanliness, and we cannot allow them to be taught at the same time the very opposite by the foul and unclean cars so often furnished them, lacking in the most primitive provisions for decency and cleanliness.

Attempts have been made to justify the "Jim Crow" car by asking: "What is the use of giving the traveling Negro public better cars, when they treat the ones they've got so badly?" That is putting the whole question backwards. Filthy cars encourage filthiness. Clean cars would stimulate cleanliness. You can't put a man in a pigsty to live and expect him to make an effort to be neat and clean.

Another attempt often made to cloud this issue is the question: "Why do the better class of colored people want to get away from their own race?" There are three reasons why respectable, intelligent colored people object to the "Jim Crow" car, and neither of these reasons is the one implied in the above question. They object to the filth and inconvenience, to the news butcher occupying two seats and

the conductor occupying two more seats with their baskets and boxes in the crowded little caboose, to white men using the car as a smoker and a place in which to drink whiskey and swear; second, they object to being compelled to pay first class fare for such accommodations; third, and most important, they object to the humiliation of being thus publicly branded as something vile. The mere thought of wanting to ride with white people does not enter into consideration. For as much as it may astonish some white people, it is nevertheless true, respectable, intelligent colored people would derive no more pleasure from riding with dirty white people than with dirty Negroes, probably less.

So long as the law upholds the undemocratic and iniquitous "Jim Crow" car, the accommodations should be made absolutely

FORCED TO RIDE IN DAY COACH

**Pullman Reservation Did Not
Guarantee Berth for Pas-
sengers South**

CHICAGO DEFENDER NEWS SERVICE

Jacksonville, Fla., March 30.—Even a reservation for Pullman accommodations made by a representative of the passenger department of the Pennsylvania Railroad will not be honored by the Atlantic Coast Line, if the reservation is for the use of a Negro passenger. This fact was demonstrated here this week when a determined effort made by C. E. Howard, president, and George W. Powell, secretary of the National Negro Travelers' Protective Association, to have a reservation honored, which was made in Philadelphia in favor of Mrs. W. H. White.

Mrs. White is the wife of a messenger in the passenger department of the Pennsylvania Railroad in Philadelphia, and came south early in January on transportation furnished by the Pennsylvania company. Her reservation returning was made in Philadelphia by the passenger department of that railroad, but the representatives of the Atlantic Coast Line, the initial company out of Jacksonville, used one subterfuge after another to prevent Mrs. White using a Pullman out of Jacksonville. When she applied for her ticket, presenting the telegraphic memorandum, the clerk not only refused to accommodate her, but threw the memorandum in the waste basket. Mrs. White grew indignant, as only a woman can, and forced the clerk to dig the memorandum out of the office trash.

Another Effort Fails

Another effort made by Mrs. White failed to receive any consideration when through a friend she applied to C. E. Howard for assistance. He telephoned the city ticket office, only to be re-

ferred to the Pullman office. The Pullman office referred him again to the Atlantic Coast Line. After several attempts to get an acknowledgment, the city ticket office finally stated that the reservation was there. Accompanied by George W. Powell, secretary of the association, Mr. Howard called at the city ticket office and was informed that the diagram was at the Pullman office at the Union Station, but that "Mr. Clarke there would fix you up."

Driving to the Union Station, they went into the Pullman office without knocking, and walked upon the agent there in a telephone conversation, evidently with the city ticket office, about this reservation. Finishing the conversation, the Pullman agent flatly refused to sell the ticket, advising that the conductor would have to be seen.

Mrs. White was forced to make the long ride from Jacksonville to Washington with her infant in a day coach. Mr. Howard states that if the National Negro Travelers' Protective Association can gain Mrs. White's consent, suit will be instituted against the Atlantic Coast Line and the Pullman Company.

NO "JIM CROW" CAR IN STATE OF MISSOURI

(Special to THE NEW YORK AGE.)

JEFFERSON CITY, Mo.—The State Legislature will not enact a "Jim Crow" law during this session, according to Democratic leaders who have given a delegation of Negroes such an assurance. Even if the bill passed in the House it would fail of passage in the Senate.

The following delegation appeared in Jefferson City last week to protest against "Jim Crow" cars in Missouri: Charles Pittman, Dr. T. A. Curtis, Geo. L. Vaughn and Boliver Watkins of St. Louis; Dr. William J. Thompson, Prof. J. Silas Harris, Dr. J. E. Dibble, C. H. Calloway, A. W. Harris, L. A. Knox and Prof. John Day of Kansas City; Dr. J. A. Crossland of St. Joseph; the Rev. John Goings, Blank Stokes, Dr. J. H. Garnet of Jefferson City, and Dr. L. W. Harris of Carrollton.

At every session of the Missouri Legislature some back woods legislator agitates the passage of a law providing for "Jim Crow" cars. Despite the impending war with Germany this session has been no exception to the rule.

Screen Law on City Street Cars

Section 1171. Exclusive Duty Conductor to Shift Screens; Penalty—

That it shall be the exclusive duty of the conductor of any street car, in his discretion, to shift the screen or screens that separate the two compartments for the white and black races, and any person other than said conductor who shall shift or change from one place to another the screen or screens separating the two compartments of any street car shall be guilty of an offense, and upon conviction thereof in the Corporation Court, shall be fined in any sum not less than Five Dollars (\$5.00) nor more than Two Hundred Dollars (\$200.00). (Aug. 19, 1907, Ord. Bk. 8, p. 439, Sec. 1.)

Section 1172. Conductor to Report Person Shifting Screens; Penalty—It is hereby made the duty of any conductor in charge of any street car whereon or in which any person, other than himself, shall shift or change from one position to another any screen or screens separating the two compartments of said car, to report said person so offending to the Corporation Court, and to file complaint against said offender, and any conductor who shall fail or refuse to report such violation shall be guilty of an offense, and upon conviction of same in the Corporation Court, shall be fined in any sum not more than Fifty Dollars (\$50.00). (Id., Sec. 3.)

Section 1173. Power of Conductor Over Screens and Passengers; Penalty—That the conductor in charge of any street car in which there are screens separating the compartments for the white and black races is hereby authorized, in his discretion, to shift and change said screens, and to require passengers to occupy seats on the proper side thereof, and any person who shall fail or refuse to move to the seat proper for his own race, when directed so to do by the conductor, there being a seat on the proper side of the screen to which the passenger can move, shall be guilty of an offense, and upon conviction of same in the Corporation Court, shall be fined in any sum not less than Five Dollars.

RAILROAD ACCOMMODATIONS

The recent sweeping decision of the United States Supreme Court, forever defeating the so-called "segregation" laws enacted in several of the larger southern cities, brings up anew the possibility of getting that high tribunal to rule once and for all time, on the matter of Jim Crow accommodations on railroad trains and in railroad stations.

Granted, that the states have the right to require separate provisions for the race on all public carriers and

all public service companies, it seems to be perfectly clear that such accommodations should be equitable and equal in character.

No law, not even in southern legislatures, could conscientiously affirm or uphold the conditions now obtaining in the railroads and station accommodations for Negroes hereabout. The waiting-room is just as essential a part of the provision for travelers' comfort as the railway coach itself, and in many instances, is more so, the because the traveler is in the waiting rooms most of his time, awaiting and changing trains.

Provisions for Negro travel in this section are particularly undesirable and repulsive. In fact, travel is so unsanitary and comfortless, as to cause many to use the railroads only upon very necessary occasions. One does not have to go very far to prove and confirm these assertions.

Many times every day in the railway station in this city—in fact, on almost every train—Negro passengers are to be found literally herded and packed in half a car, foul and unsanitary from dirt and no ventilation. In the rear of this compartment, ordinary white passengers, paying the same fares, ride in ease and comfort.

In the stations, the same relative conditions obtain. Almost any day, after the early morning cleaning or bluff at it, the Negro waiting rooms may be found very filthy. This is just as true in Savannah as in the backwoods.

When they have been accosted, railroad officials will say that janitors are instructed to keep these places clean by frequent and regular attention throughout the day, removing fruit skins, waste-paper, tobacco and its by-products, and providing fresh water and ventilation. They even go on to prove it.

But the fact remains, that Negro accommodations on the trains and in the stations, continue to be unwholesome and uncomfortable and inadequate. The porters or janitors do not give the Negro compartments the attention it is claimed. These employees often claim not to have the time, from over-work at more urgent duties.

All this is in violation of law already enacted, and something should be done about it. Travelers and observers should make written complaints and protests concerning specific cases, and

test cases should be brought in the courts on the more aggravated cases of discrimination.

"Equal Accommodations" (?)

Bishop Chappelle spoke about the discrimination of the railroads in providing fires in the waiting rooms for colored people. He and his wife were suffering from colds contracted by waiting in the cold waiting rooms at Fairfax, S. C. Many others complained about similar neglect in other railroad stations. I have myself noticed during all of my trip the gross inequality of accommodations provided by the railroad people for Negroes. Frequently there is but one toilet for Negroes, which both men and women must use. Often through trains carry chair cars for whites and not for Negroes. Almost invariably there is not enough room to accommodate the passengers. For instance, all the way from Monroe, La., to Vicksburg, Miss., every seat was full, some with three persons, and persons were standing in the aisle, while there were empty seats in the coach for whites. The condition was even worse on the Yazoo & Mississippi Valley train from Vicksburg to New Orleans, and the L. & N. from New Orleans to Mobile, and equally as bad on the Atlantic Coast Line from Richmond, Va., to Washington. In the last named there were ten seats in the general compartment and five in smoker. The lavatory in one end of the car was used as an accommodation for the white crew, who used it freely for shaving, bathing, etc., and kept Negroes waiting till they were through. On the L. & N. and Seaboard, between Pensacola and Madison I saw white guards carrying Negro convicts. In nearly every car in which I rode at some time white men came in and sat down, sometimes to smoke, and only once did I discover a conductor who seemed to have a slight bit of politeness. Conductors, much like policemen, impressed me with their brutal impatience in dealing with colored people. At the ticket offices Negroes are served only after all whites. I have been the first in the waiting room, and first at the window and had to wait till all whites are served, and then had an upstart of a ticket-seller yell, "Whereto old man?" and then yell louder when I refused to answer till he came over to the window and asked civilly. The incivility of these agents is only outclassed by their ignorance. At Mt. Pleasant, Texas, I asked how to go from Pittsburg to Madison, Fla. The agent told me to go to Memphis and take the Frisco, and when I intimated that there might be a nearer way turned impatiently away. After waiting a half hour I renewed my question, suggesting that he look the matter up in the Official Guide Book. This he attempted to do for about fifteen minutes, when I told him I would re-

lieve him, and work out the schedule myself. At Cincinnati I presented my ticket for Paris, Tenn., and the stupid baggage man checked my trunk to Paris Ky. Upon examining the check I returned to the baggage office and called his attention to his error. He declared that while he had written "Paris, Ky." on my check he had written "Paris, Tenn." on the original on my trunk. I insisted upon him looking the matter up while I waited. He said it was all right, but my trunk went to Paris, Ky., just the same, and it was twenty-four hours before I got it at Paris, Tenn. At Waco, Texas, I hurried to the telegraph office to send a message to Pittsburg, Texas. As I wrote it I asked the attendant to look up the cost of the message. After turning over a couple of pages of a pamphlet he said "There ain't no such place as Pittsburg, Texas. Pittsburgh is in Pennsylvania." But I insisted upon Pittsburg, Texas. He indignantlly replied, "Didn't I tell you there was no such place?" As I had only five minutes to catch the train, I said "Give me the book, I'll find it for you," at the same time taking it up from where he had laid it on the counter. I saw that the page of Texas offices had been torn off from "M" downward, and of course "Pittsburg, Tex." was not on there. Haven't you another book?" I asked, but my train was pulling out and I left without sending my telegram. At Greenville, Texas, I saw a magazine that I thought would interest me. I picked it up, as I had seen a white man pick up another one, and I began to scan it. "Want to buy that magazine?" I was asked. "I am just trying to decide," I stated. "Then put it back up there" came the haughty command. At Pittsburg, Texas, about fifty of us were buying tickets. The agent made a mistake of one dollar in my change. We adjusted it, and I stood at the window fifteen minutes helping him to make and figure change. He said that he was a new man and had not just "caught on." I have noticed the incivility of railroad employees for years, but this year it seems to be greater, and the ignorance unprecedented. I suppose it is because so many of the better men have gone to war.

Behavior on Trains

I could write an interesting book, at least as interesting book as I could write, upon what men talk about on the trains. One sees and hears a great many things on the trains. And in the colored coach, where we are crowded, we hear a great deal of conversation. We hear much about liquor, and drinking and gambling, about women, the war, the race problem, etc., etc. During the past ten years that I have been traveling constantly I have noted great changes in behavior of our people. Spitting on the floor is quite

infrequent. Porters tell me that Negroes are cleaner in their coach than whites in theirs. I know that the behavior of blacks in their coach in the South compares well, and is often superior to whites in the North. You do not have as much boisterousness in the Negro coach as you do in the North. You seldom see "spooning" of the more disgusting type among Negroes in the South, while I have never made a trip from Philadelphia to Chicago without seeing numerous white men and women engaged in this unseemly practice. The greatest nuisance among our traveling public is often the porter, who appears to me to take more liberties than he should. Our people are better dressed and better behaved than a few years ago.

But the thing that impressed me most was the seriousness of the conversation of our own men, men in plain clothes, often in overalls, as I have heard them on trains, in waiting rooms and restaurants. The war is the chief topic, and the status of our people after the war. Everywhere there is loyalty to America and willingness to do not only our "bit" but as one man put it, "Our best." Still there is a growing sense of the injustice our people suffer. Nothing has ever stirred the Negro as the words of Woodrow Wilson: "Make the world safe for democracy." Our men have been made to inquire into democracy more than ever before, and the more they inquire the more serious they become. On the whole they believe the President sincere, and upon that belief hangs the hope for the Negro after the war. "Yes we will help. We have much to gain," said a man to us, "and after the war is over it will be well for all people everywhere, the Negro included."

**NEGRO TRAIN PORTERS
HELP MISTREAT RACE**
The Colored People
**Like Cowardly Curs, They
Yield to Whites and Help
Humiliate Colored People
Who Travel.**

Ninety per cent of the colored porters of the South, and especially those who run on the M. K. & T., Frisco and Rock Island, feel themselves inferior to the white man and look upon him as their superior, and do not feel contented unless they are playing the rabbit act and "skinning it back." They haven't courage and ambition enough to stand up like men in the North and demand that colored people be treated right. We have seen on almost all of the roads in Oklahoma colored porters assisting white women off trains, and colored

women up at the front forced to get off as best they could, and yet these colored porters never protest or say anything to the heads of the railroads. They are afraid of their \$45 jobs, and any man who will sacrifice his manhood and the women of his race for a little \$45 job should be ostracized and exiled to some place where the birds and animals are in control. The sun is too high for people to endure this class of men in public service. All over the South these colored men are playing the "nigger" act, when they should be demanding jobs as brakemen at the same wages the white brakemen get. The poor white brakeman can sit in the rear of the passenger coach and give orders to the colored porters, and the colored porters will clean their lanterns as though they were the heads of the roads. This should be stopped and if the colored porters would get together and take the matter up with the heads of the roads an end would be put to it.

PROPOSED "JIM CROW" LAW

Committee on Railroads Protests Against Measure

Resolutions were adopted at a meeting of the committee on railroads of City Council, held at the City Hall yesterday afternoon, protesting against the passage of the Stafford "Jim Crow" law by the Legislature. Copies of the resolutions adopted were forwarded to Mr. Joseph Fromberg, of Charleston, chairman of the committee on railroads, by Clerk of Council Joseph C. Barbot, immediately after the meeting. The committee declared that it considered the proposed bill, which will require partitions to be constructed in all street cars as well as in all railway and interurban cars in the State, as being unwise, unnecessary and unwarranted.

The Constitution of the State gives each city the right to control its own street railways and to enact laws that will suit the particular conditions existing in each community. The passage of this law, so the members of the committee thought, would interfere with this right as granted by the Constitution.

There is now in effect an ordinance in Charleston which requires the white people to sit in the front of street cars and for colored people to fill the seats from the rear toward the front. This is considered all sufficient for conditions in this city, so the committee thought.

The committee called attention to the fact that were this proposed bill to become a law that it would greatly inconvenience the public, greatly lessen the capacity of the street cars and interfere with ventilation.

The committee on railroads is composed of Alderman Robertson, chairman, Owens, Pinckney and Mayor Hyde.

Jim Crow Car Laws - 1917

THE NATION'S DESTRUCTION—WOULD INSULT THE NATION'S MOST FAITHFUL ALLIES.

65th Congress, 1st Session—H. R. 1689—In The House Of Representatives—April 4, 1917—Mr. Vinson Introduced The Following Bill; Which Was Referred To The Committee On The District Of Columbia And Ordered To Be Printed.

A Bill to require all transportation companies, firms, and persons within the District of Columbia to provide separate accommodations for the white and negro races and to prescribe punishments and penalties for violating its provisions.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that within four months after the passage of this Act each and every transportation company, firm, and person operating cars, vessels, or other vehicles of any character within the District of Columbia for the conveyance of passengers shall provide separate and distinct accommodations for the conveyance of white and negro passengers; that is to say, that they shall provide certain cars, vehicles, or compartments for the exclusive use and conveyance of white people, and certain cars, vehicles, or compartments for the exclusive use and conveyance of negro people: Provided, That the cars, in all respects as good, comfortable, and convenient as those provided for the other race.

Sec. 2. That any person, firm, or corporation who shall operate within the District of Columbia any car, vessel or other vehicle for the transportation of persons in violation of the provisions of this Act shall be liable to a penalty for each and every day or portion of a day such car, vessel, or other vehicle may be so operated of \$500, the same to be recovered in any court of competent jurisdiction at the suit of any passenger, one-half of which shall go to such person so bringing the suit and the remaining half to the District of Columbia.

Sec. 3. That in addition to the penalty prescribed in section two, the superintendent, general manager, agent, or active head of the company, firm, or person, no matter what may be his title, which shall violate the provisions of section one of this Act shall be deemed guilty of a misdemeanor for each and every day or portion thereof of such violation, and upon conviction shall be punished by a fine of not less than \$500 nor more than \$1,000, or by imprisonment in the District jail for not less than three months nor more than six months, or both, in the discretion of the court.

GEORGIA SHERIFFS BALK

AT JIM-CROW CAR RIDES

Constitution 6/30/17
Would Take Negro Prisoners
in White Coaches—Many
Officials in Convention.

Sheriff Jim Lowry is today advocating the abolition of a tradition he once was willing to uphold with his life's blood. He was one of the heartiest apostles of the move put on foot yesterday by the Georgia Association of Sheriffs to request the railroad commission to permit sheriffs to ride in the white compartments with negro prisoners being transported from one locality to another.

That is because he is sheriff and sometimes has to ride with a negro.

Put back in the old days when Sheriff Jim was Captain Jim, a veteran railway conductor, he often routed a sheriff with his black prisoner from the white coaches and ran the pair into the "Jim Crow" cars.

The prevalent custom, which has obtained since the war, is for the sheriff, or his custodian of a negro prisoner, to accompany the black man in the "Jim Crow" compartment. The sheriffs protest against being subjected to the inconveniences and discomforts of the negro coaches.

It is argued that since a negro nurse or maid is permitted to accompany her white employer and children in the white coaches, it is only due them that the sheriffs be granted to ride in at least the smoking compartment with negro prisoners. In event the project fails before the commission, legislation will be sought.

A feature of the sheriffs' meeting was an address delivered in the morning by Attorney General Clifford L. Walker, in which he urged the county officers to exert their utmost in the imminent problems of home-defense. A vast proportion of this duty, he said, fell on the shoulders of the sheriffs of the state. The question of additional money for sheriffs confronted with

home defense problems would be settled by federal authorities, the attorney general predicted.

The association was made permanent Friday afternoon with a membership of forty-six. Officers were elected as follows: C. H. Scott, Screven county, chairman; A. E. Johnson, Hart county, secretary, and J. I. Lowry, Fulton county, treasurer. The annual meeting date was fixed as the third week in June.

Legislation will be undertaken by the organization for the expansion of sheriffs' fees and for free passes on all railroads within the state. Another undertaking will be to prevail on the legislature to have the name of the county in which it belongs printed plainly on the automobile license tag as an aid to sheriffs in running down offending motorists.

Saturday the sheriffs will discuss various questions of interest to their profession. Those sheriffs who have registered as delegates are: W. A. Crow, Hall county; D. L. Evans, Jeff Davis; T. A. Holcombe, Stephens; M. G. Johnson, Jenkins; Perry R. Lee, Clinch; C. T. Maxey, Oconee; John H. Wansley, Franklin; C. H. Kimball, Miller; S. W. Martin, Decatur; H. S. Watts, Gordon; G. E. Jenkins, Campbell; R. W. Derrick, sheriff court of appeals; L. W. Rogers, Wayne; R. L. Overstreet, Appling; W. O. Bobo, Wilkes; C. B. Jarman, Turner; J. I. Lowry, Fulton; M. A. Gibson, Bryan; B. A. English, Washington; J. S. Welch, Banks; D. D. Perkins, Grady; J. J. Turner, Terrell; G. B. McLeod, Toombs; E. C. Hickson, Greene; A. C. Phillips, Putnam; J. A. McCurdy, DeKalb; J. C. Grant, Habersham; C. D. Dixon, Clayton; J. H. Baxter, Liberty; S. I. Cowan, Rockdale; J. T. Frye, Fannin; L. E. Gibbs, Wilcox; T. P. Lyon, Pope; G. W. Smith, Floyd; W. M. Tanner, Coffee; W. A. Ward, Henry; J. B. Ezell, Jasper; L. M. Crawford, Butts; J. C. Patrick, Spalding; C. H. Scott, Screven; A. S. Johnson, Hart; A. S. Garner, Gwinnett; C. D. Crowe, Mitchell; S. A. Smith, Troup; H. L. Taylor, Heard.

TO OUR WOMEN, ESPECIALLY.

Mr. Editor Nashville Globe:

I have always had an indelible interest in the civic welfare of my people, chiefly because having lived amidst environments of race discrimination all of my life, I realize what the bitter pangs accompany in jim-crowism and race discrimination mean.

Nashville, our "Athens of the South," has always boasted of her superior treatment of the Negro as to public utilities, etc., and we were at one time inclined to concede this in her favor. As the years go by more vivid is the appearance of race discrimination and prejudice until today Nashville takes her place among the other southern cities that refuse Negroes common rights.

This fact is not more plainly vindicated than in the recent new order of things that has taken place in the public transfer station of our city. I think we are lacking in the condemnation of such, regardless of the good we may do. Wishing to arouse a little sentiment about this matter I am addressing the women of our race, especially, a little communication that I have asked the Nashville dailies to publish, for I personally have seen many of them approached by the blue-coat in the transfer station and demanded to stand up when they were seated on the north side. The communication follows:

Negroes in the Transfer Station.

Mr. Editor:

Kindly allow an expression in your

columns concerning the recent enactment of race discrimination that is being practiced by the street railway authorities in the transfer station.

Ever since the passage of the jim-crow law that segregated Negroes on the street cars, they have in many instances received second-class accommodation and paid first-class fare; in cases innumerable they have had to stand in the aisles and hang on the straps until reaching their destination, when there were vacant seats on the car, but could not sit because the law was not being complied with by the other race.

Now comes the new and more humiliating innovation of not allowing Negroes to sit on the north side in the transfer station. There are two or three facts that I beg to state in connection with this matter:

Negroes spend thousands of dollars with the street railway company daily.

The few Negroes who stand or sit on the north side in the transfer station are exceptionally orderly and conduct themselves in a becoming manner.

A committee of representative Negroes have gone to the street railway authorities for information concerning the matter and were told that no order had been issued by them to that effect, thus showing that we are being insulted by an officer of the law who is acting without authority.

Only those who have been asked up and a few others know of the law, if there be such a law, because of lack of official publicity.

Now, Mr. Editor, it will be conceded by any right-thinking and fair-minded person that since we must undergo this gross injustice, we at least deserve to be notified of what to expect, thereby giving us opportunity to avoid being insulted. And in view of these facts, and keenly feeling the sting of such treatment, I am prompted to ask: Is there any redress for us, and to whom shall we appeal?

July 10, 1917.

A. G. PRICE.

Forced to Give Up Seat To White Woman, Says

Negress Seeking \$5,000 Constitution 7/17/17

The Georgia Railway and Power company is asked to pay \$5,000 for the "chivalry" displayed by a young man passenger on one of its cars last June.

The plaintiff, Carrie Hill, is a negro woman and she alleges that she boarded one of the defendant's cars and sat on the end of one of the seats running lengthwise of the car, in the place where colored people usually sit. According to the complaint, two little white girls came in and sat on the other end of the seat, and then a young white man came in and sat between the children and the negro woman, but that he got up again and demanded to know what the negro woman meant by sitting down while white women were standing, whereupon he jerked her from her seat and threw her to the floor, severely injuring her. The suit was filed by Attorneys Gober & Jackson.

He Wins His Contention.

Southern Railway Promises An Improvement of Conditions.

Mr. W. A. Jordan wrote a letter to the State Corporation Commission under date of April 25th, 1917 complaining that he was a passenger on the local train to Danville, leaving this city at 10:30 A. M. April 20th, 1917. He charged that men, women and children were required to use the same toilet. Entrance to this toilet was directly in front of the opening to the smoker part of this half car, but there was no door to the smoker compartment of the car.

On several occasions he saw females enter the toilet, when the smoker was filled with men. Returning from Lynchburg, Va., on the Norfolk and Western Railway, Saturday, April 21, 1917, the same conditions were found to exist on the train at Petersburg, Va., due in Richmond at 6:17 P. M. He wanted to know if these roads were conforming to State laws, requiring equal accommodations for both races. Judge William F. Rhea replied to the communication and promised to investigate the complaint.

Later, a communication was received from Commissioner Rhea, enclosing a communication from Mr. N. D. Maher, First Vice-President of the Norfolk and Western Railroad and the Commission requested Mr. Jordan to make any suggestions as to what should be done to remedy existing conditions.

In this communication, it was set forth that where the colored travel was sufficiently heavy, separate toilets were provided. It was also claimed that the complaint made at Petersburg applied to the Atlantic Coast Line train and not to the Norfolk and Western.

Mr. R. E. Simpson, General Superintendent of the Southern replied to the State Corporation Commission as follows:

Replying to yours of May 8th with reference to toilet facilities afforded colored passengers between Danville and Richmond.

It will be necessary to make some changes in the equipment on the trains in question, which will be done as soon as possible and the proper toilet facilities provided for both races.

Railroad Accommodations in the South

Two people go into a local ticket office to purchase a ticket to some point in Texas or even St. Louis, Chicago or some other Eastern or Northern point and both are compelled to pay the same price to the same destination.

One is colored and the other is white and both tickets are rated as entitling the holders to a first-class passage.

The race member enters a dingy, "ham-fat" and at times dirty coach, where both sexes must employ the same toilet and where the train vendor and conductor take up from two to four seats with junk, belongings and white friends.

If the race member happens to be a woman and even if she is seriously ill, the day coach is all she receives down here.

The white person enters the chair car, where everything is spic and span; where separate toilets are maintained for both sexes and a smoker thrown in for good measure and where a race porter is ever present to render whatever service is desired by the white occupants.

For the hungry whites a diner is provided and for the sleepy and fatigued of the same race Pullman cars are at their disposal.

Of course this added service costs, but notice the difference between the accommodations for first-class passengers of the two races.

The railroads are committing theft and will continue to be thieves and robbers just so long as they charge both races the same fare and discriminate between the two.

This is taking money under false pretense and is a violation of the laws of the land, both civil and moral.

IF WE ARE WORTHY OF FIRST-CLASS ACCOMMODATIONS, THEN IF THE RAILROADS AND STATE OFFICIALS ARE FAIR AND HONEST, THEY WILL SEE TO IT THAT WE RECEIVE WHAT RIGHTFULLY BELONGS TO US.

IF WE ARE NOT WORTHY OF THE SAME ACCOMMODATIONS, LET THEM ARRANGE A CHEAPER RATE TARIFF FOR US AND THEN WE WILL HAVE NO KICK COMING.

The street car companies are a good deal fairer and more honest than the railroads in this respect.

They do PLACE ALL ON THE CAR, even if we do have to ride behind the screen and at times hold on to straps while vacant seats abound in the front of the car.

But we are not after the traction and rapid transit companies in this article, but their day is coming and that not far distant.

WE ARE OPPOSED TO THE RAILROADS PILFERING, STEALING AND TAKING OUR MONEY IN SUCH A HIGH-HANDED MANNER.

IF IT COSTS MEMBERS OF BOTH RACES THE SAME FARE FROM HERE TO DALLAS OR ANY OTHER POINT, UNLESS BOTH HAVE EQUAL AND SIMILAR ACCOMMODATIONS, DISCRIMINATION HAS BEEN SHOWN AND WE HAVE BEEN EUCHRED OUT OF HARD COIN.

This is no plea for social equality; but IT IS A PLEA FOR EQUAL ACCOMMODATIONS FOR BOTH RACES.

Our women must ride in unsanitary, poorly-ventilated cars and receive insults from the white train crew, while the race porter (poor jackass) stands up like a jelly-fish fool and emits a possum grin at their unbecoming, undignified and ungentlemanly acts.

THEY SMOKE, EXPECTORATE ON THE FLOOR, WHISTLE, SWEAR AND DO EVERYTHING ELSE OF A DIRTY NATURE and who dares ask them to stop? THEY VIOLATE THE LAWS THEY ARE DELEGATED TO UPHOLD.

If race people must ride to themselves, ALL WHITE MEN, BOTH TRAIN CREWS AND THEIR FRIENDS, SHOULD BE RESTRICTED TO THEIR OWN SIDE OF THE COACH.

FURTHERMORE, THE RAILROAD OFFICIALS SHOULD SEE TO IT THAT THIS PRACTICE IS STOPPED INSTANTLY.

There is only one time when we can secure decent and respectable accommodations and that is when some big meeting is held and then the railroads knock down and drag out each other with their offers of "special accommodations."

IF THEIR SPECIES OF CONSISTENCY WAS HOUSE RENT, THEY WOULD BE FORCED TO LIVE ON A MOVING VAN.

WE ARE TIRED OF OUR WIVES, MOTHERS, DAUGHTERS, SISTERS AND OTHER MEMBERS OF THE RACE RIDING ALL COOPED UP IN THESE THIRD-DEGREE COACHES WHILE WE ARE FORCED TO PAY FARE NUMBER ONE.

WE WANT A CHAIR CAR OR PART OF A CHAIR CAR.

WE WANT A DINER OR PART OF A DINER; where no diners are employed and where eating houses are operated for the benefit of the traveling public, GIVE US

EQUAL ACCOMMODATIONS.

WE WANT A PULLMAN OR PART OF A PULLMAN.

WE WANT AN OBSERVATION CAR OR PART OF AN OBSERVATION OR PARLOR CAR.

IF WE CAN'T GET A WHOLE LOAF WE SHALL BE PLEASED TO HAVE AT LEAST A HALF LOAF.

Uncle Samuel coins the money that both races use for purchasing tickets and yet one gets value received, while the race member is defrauded willfully, wantonly and maliciously.

When we go to a mercantile establishment if material is \$1.49 a yard, the race member receives the same merchandise as any one else for the same price and they both purchase at the same counter. THAT IS FAIR AND RIGHT.

The railroads pursue a different policy and your color decides whether you receive full value or whether you are to be jim-crowed and maltreated without cause. WHILE BOTH PAY THE SELFSAME FARE THIS IS UNFAIR, DISHONEST, WRONG AND CONTRARY TO THE PROPER INTERPRETATION OF THE CONSTITUTION.

In pitching this battle The Observer suggests and hopes that the fight will continue unabated UNTIL WE RECEIVE EQUAL ACCOMMODATIONS OR A REDUCTION IN THE RATE TARIFF.

JIM CROW CARS DESIGNED TO DEGRADE AND HUMILIATE NEGROES.

The pleas upon which Jim Crow car legislation is pretendedly based are that it is necessary to prevent racial friction, leading to personal violence and bloodshed; that commingling of the races in the same cars or apartments on railway trains and in railway stations leads to "social equality," and that it is best for the Negro that separation, with equal accommodations, be made. These are the arguments put forth by those who are believed to be justice-loving, fair-minded and enlightened. The ignorant and Negro-hating voter is told by the politician, who always leads the Jim Crow movement, that the Negro has no rights, and that he must be made to stay in his place;

that if allowed to ride in cars with white people, he will want to associate with them, and when he indicates a desire for social equality, he must be summarily dealt with. To be "summarily dealt with" in Jim Crow car states means to be lynched, so after a campaign of racial hatred and violence against Negroes has accomplished its purpose, and the cheap demagogue secures his election to office, the legislation is passed.

The written text requiring equal accommodations by the laws are apparently fair and just. But when it is understood that the agitators of Jim Crow laws, and all who follow their lead and sear their consciences, if they have any, by voting such iniquity into law, knew that equal accommodations would not be given to Negroes; knew that the laws, as written, were a sham and pretense; it is easy to see that they were intended to be operated just as they are—for the purpose of degrading and humiliating the Negro.

Jim Crow cars, as operated, cannot be justified upon any principle of justice, equity, morals, common honesty or humanity.

The pretended requirement of equal accommodations written into the abominable laws is itself an acknowledgement, though a pretense, that the failure to give equal accommodations for equal and identical fare paid by white passengers would be unjust, inequitable, immoral, dishonest and inhuman.

Since the laws exact equal fares and read equal accommodations, and the courts tolerate Jim Crowism only because equal accommodations are written into the law, Negroes should bestir themselves throughout the land and demand just treatment, and failing therein, appeal to the court to abolish Jim Crowism, or compel their man-

dates to be obeyed.

GOOD-BYE, JIM CROWISM ("?").

And thus it has come to pass. Uncle Sam will now and hence forth, at least during the period of war control and operate the entire railroad system of the United States, with Secretary of the Treasury William G. McAdoo directing general. This sudden and far-reaching declaration by President Wilson is not without its due causes. Because of the wide gap, unfriendly relation and warlike spirit existing between labor and capital, strikes and threatening strikes have handicapped the industrial development of the country and operation of the government in its plans to effectively carry out its war program. Conditions in the affairs of the railroads have grown alarming and dangerously serious recently because of the anti-war influence brought to bear by German-Americans in this country.

With this step taken by the government, The Observer again comes into its own as a sane adviser and a champion in the interest of the government, as well as a fearless defender of the race. In our issue of September 2, 1916, under the caption of "Government Owned Railroads," we suggested that for the good of the country and best interest of our government, the railroads should be controlled and operated by the government. Just how logical and far-sighted this suggestion was, is seen in President Wilson's proclamation to the nation Thursday when the railroad system passed into the hands of the government.

POLICE AND "RAILROADERS"

The quality and grade of service in public businesses, public service companies, public utilities and on public carriers has been gradually growing worse, descending during the past few years, in this city.

This condition began to develop with the advent into political power and prominence in this city of a certain cheap brand of politicians whose only ideal was their own public pre-eminence and perpetuation in office.

The official states of the old regime were washed off, new payrolls and rosters were made up with the singleness of purpose above indicated.

An element of white men from the rural districts was imported to take the scores of minor positions in the municipal service, and to furnish material for keeping up the political fences and building the political regime which we have had for some years, in this city.

In the various positions of the municipal service, the lower positions especially, on the police force, the city inspection service and perhaps in other occupations, not strictly under municipal control and direction, but

connected and associated with the city government, in some of those elusive, adroit relationships, known alone to ring politics, we have them.

On the police force there are several men who are conspicuously harsh and mean toward colored people when their duty brings them in contact. They come up to a situation to restore order, but instead they create it, promote it and increase and intensify it by their rough and rash manner of dealing with the situation. They are too loose and unbridled of tongue, too quick to threaten force, too quick to resort to club and shot gun.

There are many instances of abuse and impoliteness in public offices, stores and other places, employing a cheap grade of clerks.

On the street cars, there is another considerable number of these "new arrivals" rough, rural ruffians. The employing company "gets them cheap," and, of course, the grade of service they render is poor. They go "down thar at Savannah to railroad," as they say. They appear to feel deputized to defend all the interests of the Savannah public against Negroes; they proceed to drive and curse Negro passengers,

they have no patience with honest and reasonable inquiring—though it is a part of their business to facilitate travel in every way; they are arbitrary and at times will not even answer questions; or they are abusive and insulting.

These are not mere charges. They can be proved and sustained by many examples. We think very few complaints reach the company because the travelling public feels it useless or are resigned to the generalness and commonness of the practice.

Only a few days ago, a conductor was extremely abusive,—threatening to strike a colored woman. This was a sensible, quiet intelligent colored lady who was assailed. The matter in detail has been reported to the company, which usually attempts or affects to remedy the trouble. Their corrective measures, at most, amounts to a gentle reprimand, and the practice continues.

Nothing seems to deter men like these. Upon slightest provocation they break out, again and again. They come and go in rapid change and succession in these positions, which they hold only until they get something better.

A great many colored people do not ride on the cars at all, and use the railroads only when necessary because of this aversion to these bad characters. As colored people grow more intelligent and self-reverent, the less will they take of this imposition if the only means of escaping it will be by avoiding it,—staying off the cars.

In this sense it hurts business and the owners and promoters of enterprises would be businesslike to put a stop to it. If these public servants are ignorant they should be taught; if they are both ignorant and mean they should be suppressed or put out.

GEORGIA TO THE RESCUE.

That you might get the proper setting, we say the time is the 4th day of April, in the year of Our Lord, 1917; the place, the halls of Congress in the United States Capitol at Washington.

Two days prior, in response to the President's urgent call, Congress had met in extraordinary session for the purpose devising ways and means of sustaining the nation's honor in the pending controversy with the Imper-

ial Government of Germany.

The President had delivered his address declaring it no longer possible for us to remain neutral, and demanding of Congress a declaration of War. Senator LaFollette, the day previous, under the rules, had forced a delay, and now the time had arrived when the question must be heard and decided. It was, perhaps, the most momentous hour in the history of the United States.

Senator Lodge had declared in a speech ringing with true patriotism that all party lines had been wiped out, and that it is now no more possible to ask a man's politics than to question his religion or race. Other Senators had spoken, some in favor of the resolution, others against it; but all agreed that the hour was pregnant with dire possibilities for the future of the nation. There was a feeling of suppressed excitement noticeable in every one present.

In the House of Representatives, at the other end of the Capitol, in the halls of which Webster, Calhoun, Clay, Stevens, Sumner and a long line of distinguished statesmen were wont to cross swords in intellectual combat on great questions of state, the Foreign Relations Committee was considering the Martin-Flood Resolutions in favor of war. Many members had gone to the Senate to witness the debate; others were preparing themselves for the fight so soon to be transferred to their own body. It seemed a moment to think of nothing save the United States and her relations with the Imperial Government of Germany.

And then there arose in the rear of the chamber, a member who, until then had been deeply engrossed in numerous books pamphlets and papers that literally covered his desk and hid him from view. His jaws were set, head thrown back; his muscles twitched, his eyes gleamed and determination to save his country at any cost written in the lines of his face. In a voice vibrating with emotion he begs leave to introduce the following bill, which was granted and the clerk ordered to read:

"65th Congress, 1st Session—R. 1689. A Bill to require all transportation companies, firms, and persons within the District of Columbia to provide separate accommodations for the white and

Negro races and to prescribe punishments and penalties for violating its provisions."

The state of Georgia, through the Honorable Carl Vinson of Milledgeville had come to the rescue.

ANOTHER

DECISION FOR EQUAL ACCOMMODATIONS.

Louisiana Commission Says Railroad Must Keep Law.

Colored People Never Insist On Practice After Winning Case.

New Orleans, La., Nov. 15.—The State Railroad Commission has issued an order compelling all railroads in Louisiana to provide equal accommodations for Colored passengers before the first of May, 1918. Though the "Jim Crow" car law provided that both races be given equal accommodations, those provided for the Colored people have been notoriously bad. Lack of sleeping, dining car, Pullman car facilities, as well as good day coaches have been a crying evil. Other Southern States have been recreant in the same way.

The Interstate Commerce Commission turned down the plea made by the Board of Bishops of the A. M. E. Church that the railroads be compelled to furnish equal accommodations.

The demand that railroads furnish equal accommodations is often made by Colored people but after winning their cases the matter drops and the railroad companies go on their way with the same old pig pens for Colored passengers.

Instances of this indifference is found in the case worked up by Phil Brown, of Hopkinsville, Ky., in which the railroads were fined heavily for not giving equal accommodations and also when the Supreme Court of the United States decided in the Oklahoma case that the railroads must give equal accommodations though separate. In that case the Supreme Court declared that no matter what the expense was to the railroad that it must provide equal accommodations. And if only one Colored man wanted a sleeper, or a diner or any other service that whites paying the same fare were getting—he must have it according to the separate coach law.

If instead of petitioning railroads to give better service the Colored people would demand it and bring suit wherever it was refused or denied they would quickly secure decent and clean traveling facilities. This decision of the Supreme Court, the Kentucky case and now the Louisiana case assure success long that line.

STREET CAR REGULATIONS OKLAHOMA CITY OKLAHOMA

JULY 17, 1917

MAYOR OVERKESSELS announcement that "there is to be no repetition of East St. Louis riots in Oklahoma City" is a bit melodramatic. In so far as it implies a comparison between Oklahoma City and East St. Louis it is, to say the least, infelicitous. The mayor, however, is to be commended for his determination to preserve order. But he can carry out the resolve rather better, we imagine, by soft-pedaling the "big talk" and devising practical measures for meeting a situation which has developed.

That situation is a disposition among certain negroes to ignore regulations which prescribe the place they may occupy in street cars. Probably there are very few negroes who object to the street car reservations, and those few, it may be guessed, are by no means representative of their race. The chances are they are what the negroes themselves call "bad niggers."

Whoever they are, and whether they are few or many, they must understand that the street car regulations have got to be observed. Just how that may best be done we don't know. But generalities, however official and high-sounding, don't mean anything. It may not yet be necessary or advisable to arm street car crews, but a few more such outbreaks as that of Sunday night and it will be. If there are any number of negroes here who will not willingly observe street car regulations, a gun in the hands of a conductor or motorman might induce such observance.

Potomac Steamboat Company's line for a long time, has finally been broken. This line plies the Potomac, carrying passengers and freight, and makes all river points between Washington and Norfolk, Va. It is chartered under the laws of the state of Virginia.

Ugly rumors became prevalent as to the company's attitude on the matter of accommodations for colored passengers in April, 1916, when the steamer "Majestic" was assigned to the river route. Charges that first-class fare was exacted of colored passengers, and that they were "jim-crowed"—assigned to quarters in the rear of the freight deck. They were denied access to the saloon, deck or cabin, and any thing like a state-room was out of the question. Not only were the "jim-crow" quarters, into which the colored passengers were crowded, inadequate and uncomfortable, but the odors of the freight, redolent with fertilizer and whatnot, made the situation intolerable.

When facts of a tangible nature could be obtained, a committee of nine citizens was organized, with William H. Henderson as chairman and formal protest was filed against this great in-

justice, to our people. Getting no satisfaction from communications forwarded to the Chesapeake and Potomac Steamboat Company, the committee took the matter up with the United States District Attorney, the Interstate Commerce Commission and the Corporation Commissioners of the State of Virginia, with headquarters at Richmond. These agencies were appealed to in turn, and it was only when the last-named was reached did the committee find any authority clothed with competent jurisdiction. The company was amenable to the corporation commission of Virginia. The power that made the company could unmake it, and the complainants promptly asked that the C. and P. Steamboat Company be ordered to comply with the United States laws on the subject of equal accommodations for first-class passengers on common carriers, or that their charter be forfeited. After considerable quibbling, backing and filling on the part of the company, a hearing was arranged, to take place on board the steamer "Majestic" in the port of Washington. The chairman of the Corporation Commission of Virginia presided. The evidence was carefully taken. Mr. Henderson made out a case of discrimination on account of color, and the representatives of the C. and P. Company tried in vain to parry the sharp thrusts of the well-posted young colored man, who met calmly and convincingly every subterfuge, excuse or justification set up by the defendants in support of their nefarious practices. The commissioner was absolutely fair in his rulings and called the officials down when attempts were made to place race prejudice on a more exalted plane than the law of the land.

The commission found for the plaintiffs, and ordered the C. and P. Company to provide equal and ample accommodations for the number of colored passengers likely to apply for service, including staterooms, if they desired them. Any violation of the ruling would be punishable under the laws covering the case at issue.

As an outcome, therefore, of the labors of this valiant committee, working without ceasing for nine long months, the "jim-crow" regulations of the Chesapeake and Potomac Steamboat Company have been set aside.

Colored passengers are now permitted to enjoy first-class accommodations in the saloon and on the saloon deck, and the committee are also furnished with state-rooms. This revised regulations went into effect from June 16.

News Courier
Charleston, S. C.

TO KEEP RACES ON STREET CARS APART

Greenville Member's Bill Would
Have This Accomplished
by Partitions

MEASURES SENT TO SENATE

Point of Order Brings Adjournment of House After Less Than Hour's Session

Columbia, Jan. 22.—Special: The "jim-crow" street car bill was introduced in the House tonight by Representative Stafford, of Greenville County. It provides for the separation of races in all street cars by means of partitions similar to that provided by the interurban road in the northern part of the State.

A parole system for convicts is provided for in a bill introduced by Representative Sanders, of Sumter County, superintendent-elect of the State penitentiary. This bill would allow for paroles to be granted by the board and provides for keeping track of paroled prisoners after they leave the prison.

Halted by Point of Order.

The House tonight was in session not quite an hour and all of the third reading bill were passed and sent to the Senate, and the house had begun work on the second reading bills when the proceedings were brought to an abrupt halt by Representative Hemphill, of Chester, raising the point of order that twenty-one of the bills had not been printed and placed on the desk of members for twenty-four hours, provided for under the rules. The chair sustaining the point of order, the house recurred to the morning hour and adjourned to meet tomorrow morning at 10.30.

Endorsement of a school for feeble-minded was made in memorials to the House of Representatives tonight from the New Century Club, of Johnston, and the Civic League, of Manning. Mr. Cothran, of Greenville, introduced a concurrent resolution fixing tomorrow at noon as the time for the joint assembly to elect a State warehouse commissioner, the joint assembly to recess by majority vote, if they want

to. This was adopted.

Ice Cream and Cups.
Mr. Mauldin introduced a bill to regulate the manufacture and sale of ice cream. Mr. Richeys resolution providing for the purchase of sanitary drinking cups for House members was adopted. The following bills were given third reading and sent to the Senate:

Messrs. Stafford, Long and Wasson: To provide for the election of trustees in Greenville County.

Mr. Mauldin: To authorize and empower the trustees of the school district of the city of Greenville to order an election and to issue bonds of said school district for school purposes.

Mr. Coney: To amend section 4 of an act entitled "An Act relating to the taxation of timber," approved February 27, 1913, so as to exempt Dorchester County in the exemption thereof.

Mr. Cothran: To require the trustees of Washington school district, in Greenville County, to establish and maintain a school near Lickville, said county.

Bill by Mr. Young.
Mr. Young: To amend section 2796 Volume L, of the Code of Laws of South Carolina for 1912, relating to the decrease of the capital stock of corporations.

Dr. Neuffer: To regulate the practice of opticians and optometrists for South Carolina.

Mr. Hamblin: To provide for the appointment of a court stenographer for the Court of General Sessions for the Seventh Judicial Circuit and fix his compensation.

The bill of Senator Sinkler, ratifying the constitutional amendment relating to the bonded indebtedness of Charleston, was ordered enrolled for ratification.

Mr. Mauldin made a motion to strike out the enacting words of Mr. Liles bill providing for reciprocal registration of pharmacists from other States. Dr. Neuffer and Mr. Liles came to the rescue of the bill and it was finally sent to third reading.

Mr. Atkinson, of Spartanburg, opened a fight on Mr. Bradford's constitutional amendment prohibiting county delegations from putting on bond issues without the vote of the people but the discussion was abruptly terminated by the point of order that the bill had not been on the desk of members twenty-four hours.

W. F. Caldwell.

JIM CROW LAW
When the Houston, Texas, Observer published the "Screen Law" in operation on the street cars of that enlightened city, and stated that it did so for the benefit of the members of the Eighth Illinois infantry, it certainly put itself in the "bonehead" class. That a race paper should stoop to spread broadcast a copy of an ordinance of this character is bad enough, but to classify it as "special" for a group of men who are located in their midst and undergoing training for the purpose of offering up their lives for the defense of the very "crackers" responsible for such rotten local ordinances, is almost too much. The editor of the dinky sheet could at least have permitted the local authorities of Houston to enlighten the boys from the north, although it is doubtful that they needed the "enlightenment" at all. The Observer certainly took the "bull by the horns."

NEWS OF THE NATION'S CAPITOL
Washington, D. C., July 3.—The color-line, which has been rigidly drawn on the steamers of the Chesapeake and

COLORED DEMOCRATS DEFEAT JIM CROW ACT IN MO.

(From the Kansas City Sun.)

The committee that was elected to go to Jefferson to protest against the Jim Crow bill which was introduced into the Missouri Legislature returned Thursday morning feeling very well satisfied with their trip. The delegation from Kansas City was made up of the following men: Dr. William J. Thompkins, Prof. J. Silas Harris, Dr. J. E. Dibble, Attorney C. H. Calloway, A. W. Harris, Attorney L. A. Knox, Prof. John Day, and others. The delegation were: Dr. J. A. Crossland of St. Joseph, Mo., Hon. Charles Pittman, Attorney Geo. L. Vaughn, Dr. J. W. A. Curtis, Capt. Boliver Watkins of St. Louis, Mo., Rev. John Goings, Dr. Johnson, Blank Stokes, Dr. J. H. Garnett of Jefferson City, Mo., Dr. L. W. Harris of Carrollton, Mo. The committee proceeded to organize after getting on the grounds and proceeded to the House of Representatives and the Senate and ascertained from their respective representatives how they stood on the proposition, and were assured that it did not have much of a chance to pass at this time and if it did pass

the House, there did not seem to be any likelihood of it passing the Senate. The Governor gave each one of us an old-fashioned handshake and after exchanging a few pleasant words said in parting "that he was the governor of all the people of Missouri and everybody looks alike to him."

NEW ORLEANS TIMES PICAYUNE

OCTOBER 20, 1917

BETTER SERVICE FOR NEGRO

The Louisiana Railroad Commission has issued an order to the roads of the state directing them to provide better service for negroes who travel on their lines. The roads are given ample time, until May 1 of next year to make these improvements, but it is hoped that they will do so at once. It is also to be hoped that the other Southern states will take up the matter and correct similar abuses. The question has been before the Railroad Commission for some time, and the press has joined heartily in the demand that the negro patrons of the roads secure better treatment than they have been given. It is not a question of having the negroes use the same cars as the whites. The laws of Louisiana, as well as those of the other Southern states, provide for segregation and separate cars for the races, and the commission has not suggested any change in this respect and cannot make any, but as the negroes pay the same rate for travel as the whites, it is insisted that they should have the same conveniences.

A matter of fact, the separate car laws of the South have been approved and declared constitutional by the courts on the ground that the negroes under the law, while they get different cars from the whites, are entitled to and might receive the same treatment.

This is not the case on many of the lines. The accommodations provided by the so-called "Jim Crow" cars have been utterly unfit in many instances, and have been growing worse in some. Against this abuse there have been many just complaints on the part of the better class of negroes, and those whites who have seen these cars will generally agree with them. The demoralizing influence of this inequality and injustice should be appreciated by all. It has naturally created ill feeling among the negroes who travel by rail. We are trying to teach the negroes respect for sanitation and cleanliness, and we cannot allow them to be taught at the same time the very opposite by the foul and unclean cars so often furnished them, lacking in the most primitive provisions for decency and cleanliness. In no better way can we show them how they ought to live than by requiring the railroads to treat them fairly and to set an example by giving them decent accommodations. The matter has been before the Louisiana public for some time. We are glad that the State Railroad Commission has taken it up and has acted as it should act. What it has demanded of the railroads has in advance the approval of the press of Louisiana, and we know it will have the approval of all its people, white as well as black.

NEW ORLEANS TIMES PICAYUNE
AUGUST 14, 1917

Cars for Negroes

Plaquemine, La., August 9, 1917. To the Editor of The Times-Picayune: I congratulate you for the reproduction of an article from the Lake Providence Banner on "Cars for Negroes," and I am wholly of the opinion expressed in it. I am of the opinion that the railroad commission did not consider out claim of sufficient importance to order better accommodations, but the railroads themselves should right this wrong and, in case of failure, then the commission should take hold and rectify it.

Robbery is punishable by the authorities of the state and it is plain robbery to take a dollar from one man and give him first-class accommodation and then take a dollar from another man and give him third-class accommodation.

If the railroads intend giving only third-class accommodation they intended at the beginning to do this illegally, and yet their sense of equity ought to make it different.

I sincerely hope that the newspapers will continue to publish such articles until the conscience of those in authority has been awakened and they have acted.

W. H. HEARD,
Bishop of the A. M. E. Church, Mississippi and Louisiana.

NOT NEEDED NOW.

The present arrangement as to separation of the races in the street cars in Greenville works satisfactorily, so far as The Piedmont knows, and this paper seriously doubts the wisdom of the bill introduced by Representative Stafford, of this county, which would, if enacted, require street car companies in this state to provide separate compartments in their cars for members of the two races. The Piedmont favors the principle

embodied in Mr. Stafford's bill but thinks that principle is sufficiently served by the arrangement in effect at present, under which negro passengers start taking the seats at the rear of cars and white passengers at the front. Usually there are very few negro passengers, except on Saturday afternoons, and if Mr. Stafford's bill becomes law white passengers would not care to ride in the compartments set apart for negroes, which would frequently be without passengers while white passengers would be crowded. Until there is actual complaint as to the operation of the present arrangement it will be best to leave well enough alone.

NEGROES COMPLAIN THAT STREET CAR TREATMENT IS UNFAIR

OCTOBER 19, 1917

A communication, presented to the city commission Thursday from R. L. Smith, negro of Waco, complained that cases were coming up on the street cars wherein white people scattered themselves out in the street cars in such manner that negroes often have to stand up, notwithstanding the fact that a good many seats alongside some of the whites are not filled.

On motion of Commissioner Richards this matter will be carefully looked into, as under the jim crow law the whites are required to fill the seats in their section before they have the right to take any seats in the section reserved for the negroes. Commissioner Richards said that the rule should be carefully complied with by the white people, in justice to the negroes, just as the negroes should take the seats reserved for them, and not seek to take seats belonging to the whites.

MISSOURI WILL NOT HAVE "JIM CROW" CARS AT ALL.

Even if Bill Passes House Will Fail in Senate.

Special to The Freeman.

JEFFERSON CITY, Mo., April 11.—The State Legislature will not enact a "Jim Crow" law during this session, according to Democratic leaders who have given a delegation of Negroes such an assurance. Even if the bill passed in the House it would fail of passage in the Senate.

The following delegation appeared in Jefferson City last week to protest against "Jim Crow" cars in Missouri: Charles Pittman, Dr. T. A. Curtis, Geo. L. Vaughn and Boliver Watkins of St. Louis; Dr. William J. Thompkins, Prof. J. Silas Harris, Dr. J. E. Dibble, C. H. Calloway, A. W. Harris, L. A. Knox and Prof. John Day of Kansas City; Dr. J. A. Crossland of St. Joseph; the Rev. John Goings, Blank Stokes, Dr. J. H. Garnet of Jefferson City, and Dr. L. W. Harris, of Carrollton.

At every session of the Missouri Legislature some back woods legislator agitates the passage of law providing for "Jim Crow" cars. Despite the impending war with Germany this session has been an exception to the rule.

C. CALL

MEMBER 11, 1917

"JIM CROW" CARS ARE PROPOSED AT CAPITAL

WASHINGTON, Sept. 10.—"Jim Crow" cars for Washington will soon be running, if Representative Harrison of Mississippi succeeds in putting through a bill he introduced in the House today.

He asks that all companies operating car lines in the District of Columbia be required to divide cars by means of partitions to separate whites and Negroes, or else to provide trailers for the colored passengers.

Journal

Quincy, Ill.

MAR 7 - 1917

Jim Crow Law Passed.

Jefferson City, Mo., March 7.—That Missouri will have a "Jim Crow" law was predicted Tuesday afternoon following an overwhelming vote in the house of the forty-ninth general assembly in sending the "Jim Crow" bill to engrossment. The law applies to the entire state and requires separate quarters for blacks on all trains, street cars, stations and other public conveyances and in public places.

Y. C. GLOBE
JULY 17, 1917

"JIM CROW" LAW STIRS OKLAHOMA NEGROES

OKLAHOMA CITY, July 17.—

The police in the Negro sections are preparing for trouble, which has been threatened since a disturbance last Sunday, when several Negroes attacked the crew of a street car for attempting to enforce the "Jim Crow" law.

To-day seven Negroes who had congregated near the state fair grounds were arrested.

Y. C. GLOBE
JULY 18, 1917

Race Riots Suppressed.

OKLAHOMA CITY, July 18.—There is no likelihood of further trouble between whites and negroes as a result of the street car disturbance of Sunday in which a car crew was attacked for attempting to enforce the "Jim Crow" law. The vigilance, which had been maintained since then, has been relaxed by the city police.